

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-009859**Date Inspected:** 30-Sep-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 645**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1845**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:****CWI Present:****Yes No****Inspected CWI report:** **Yes No N/A****Rod Oven in Use:** **Yes No N/A****Electrode to specification:** **Yes No N/A****Weld Procedures Followed:** **Yes No N/A****Qualified Welders:** **Yes No N/A****Verified Joint Fit-up:** **Yes No N/A****Approved Drawings:** **Yes No N/A****Approved WPS:** **Yes No N/A****Delayed / Cancelled:** **Yes No N/A****Bridge No:** 34-0006**Component:** OBG Trail Assembly**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) S. Manjunath. Math was present during the times noted above for observations relative to the work being performed.

Orthotropic Box Girder (OBG) Trial Assembly Area

Lift 2 East

This QA Inspector performed Ultrasonic Test along with Mr. Stefan Holmes and Mr. Subhasis Bera to the Transverse Segment Weld for segment 2AE to 2BE at Bottom Panel weld no is identified as OBE2A-004. Prepared a consolidated report for the all the inspectors involved and noticed that 115 indications were found and in which 17 indications were Class A reject.

Lift 2 West

This QA Inspector performed Ultrasonic Test to the Transverse Segment Weld for segment 2AW to 2BW at Bottom Panel weld no is identified as OBW2A-004. Prepared a consolidated report for the all the inspectors involved.

Signed Off Green Tag's

This Quality Assurance (QA) Inspector witnessed final tension verification for following depicted locations.

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Inspected 10% on a random basis and found the tension to be in general compliance and thus signed off the Green Tags.

At Segment 2AE, U-Rib Continuity Plate and Bolt Size used were M24 x 70 RC Set# DHGM240003 and final torque required was 543 N-m and Green Tag No. 355.

At Segment 2AE, U-Rib Continuity Plate (Wrong Holes Location) and Bolt Size used were M24 x 60 RC Set# DHGM240014 and final torque required was 567 N-m and Green Tag No. 356.

At Segment 2AE, Longitudinal Diaphragm (South) and Bolt Size used were M24 x 95 RC Set# DHGM240021 and final torque required was 540 N-m and Green Tag No. 357.

At Segment 2AE, Longitudinal Diaphragm (South) and Bolt Size used were M27 x 80 RC Set# DHGM270011 and final torque required was 820 N-m and Green Tag No. 359.

At Segment 2AE, CB1 Diaphragm to Side Panel (at FL3 Area) and Bolt Size used were M24 x 65 RC Set# DHGM240008 and final torque required was 547 N-m and Green Tag No. 358.

At Segment T-Rib to T-Rib Stiffener at Bottom Panel (East Side only) for 3rd, 4th and 10th Splice from CB side and Bolt Size used were M22 x 70 RC Set# DHGM220004 and final torque required was 453 N-m and Green Tag No. 363.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

No relevant conversations.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact , who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Carreon,Albert	QA Reviewer
